Environmental Construction Oversight Report
Amy‘s Kitchen Facility
White City, Oregon

Prepared for
Amy's Kitchen, Inc.

May 2015

Prepared by
Parametrix

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CITATION

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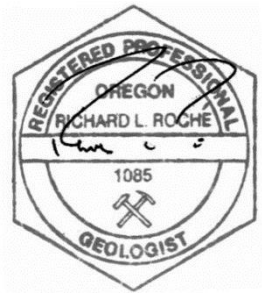
White City, Oregon. Prepared by Parametrix, Portland, Oregon.
May 8, 2015.

CERTIFICATION

The technical material and data contained in this document were prepared under the supervision and direction of the undersigned, whose seal, as a professional hydrogeologist licensed to practice as such, is affixed below.

Prepared by Rick Malin, RG

Approved by Richard Roché, RG



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ACRONYMS

bgs	below ground surface
CAT	Caterpillar
CSMP	Construction Soil Management Plan
DEQ	Oregon Department of Environmental Quality
LCP	Landfill Consolidation Plan
PPA	Perspective Purchaser Agreement
RAD	Removal Action Decision
Table Rock Group	Table Rock Group LLC

1. INTRODUCTION

Parametrix was retained by the Table Rock Group LLC (Table Rock Group) to prepare this Environmental Construction Oversight Report in support of Phase 1 Expansion construction activities completed at their Amy's Kitchen facility located at 441 West Antelope Road in White City, Oregon. The Phase 1 Expansion project included adding approximately 81,000 square feet of paved parking designed for approximately 174 additional automotive parking spaces. In addition to the expanded parking area project, soil and fill materials were excavated from the area of an approximately 110 feet by 230 feet structure to be constructed on the southeast end of an existing building during Phase 2 construction activities. Excavated material was used as fill to obtain grade needed for the additional parking area. The Amy's Kitchen White City facility includes waste debris in the shallow soil and fill materials associated with the Former Whetstone Landfill property. The Phase 1 expansion construction activities involved further management and consolidation of waste debris as required by a Perspective Purchaser Agreement (PPA) between the Oregon Department of Environmental Quality (DEQ) and the Table Rock Group LLC.

As required by the DEQ, a Construction Soil Management Plan (CSMP) (Parametrix 2005a) and a Landfill Consolidation Plan (LCP) (Parametrix 2005b) were prepared, approved, and included as Attachments E and F to the July 2005 PPA between the DEQ and the Table Rock Group LLC. The purpose of the CSMP is to describe methods and procedures to manage soil and debris encountered during construction activities on the Amy's Kitchen White City facility property. The purpose of the LCP is to describe methods and procedures for management and consolidation of soil and debris placed on the Whetstone Landfill property.

This Environmental Construction Oversight Report documents the removal of debris primarily from proposed south end building extension area, consolidation of the debris at the adjacent Whetstone Landfill, and construction of the expanded paved parking over the Whetstone landfill area.

1.1 Site Location

The Amy's Kitchen facility is located west of unincorporated White City. The facility encompasses approximately 50 acres and is bounded on the east by Antelope Road, on the west by Whetstone Creek and City of Medford property, and on the north by the Central Oregon & Pacific Railroad. Figure 1 shows the location of the facility.

1.2 Background

The Amy's Kitchen facility was constructed in 2005 adjacent to a brownfield site known as the Whetstone Site. As described in DEQ's June 2005 Removal Action Decision (RAD) for the Whetstone Site, the Amy's Kitchen facility property is located adjacent to an approximately 8.1 acre property parcel known as the Whetstone Landfill. The landfill was reportedly used from 1942 through the late 1960s, prior to solid waste facility permitting. Debris (typically glass, metal, asphalt, concrete, tires, etc.) associated with the landfill operations were found to be buried in areas of the Amy's Kitchen property.

Based on the findings of a 2005 Phase I/II Environmental Site Assessment (Parametrix 2005c) and prior investigations, the action identified in the RAD consisted of consolidating all debris excavated during development of the Amy's Kitchen facility onto the Whetstone Landfill. As detailed in the Section 7.0 of

the RAD, the DEQ determined this action was allowed pursuant to ORS 465-260(2) and OAR 340-122-0070, which indicate the Director (or delegated authority) may approve removal actions necessary to protect human health and the environment. Pursuant to ORS 465.315(3), the Director may exempt removal actions from RCRA and solid waste requirements provided they occur "on-site" and are protective of human health and the environment. The determination was applicable to the 2005 and future phases of development on the Amy's Kitchen site (RAD Section 6.1).

1.3 Phase 1 Expansion Project

The Phase 1 Expansion project initiated in late May 2014 which included adding approximately 81,000 square feet of paved parking, expansion of the sanitation dock, and expansion of the facility at the south end of the main building. An approximately 110 feet by 230 feet structure is scheduled to be constructed on the south end side of the existing production facility building during Phase 2 construction activities. The location of these Phase 1 expansion project elements are shown on Figure 2. In preparation for the new south end structure addition, shallow soil and waste debris identified in and adjacent to the proposed building's footprint were excavated and replaced with compacted structural fill. Structural fill functions to promote underdrainage and minimize building settlement.

In accordance with the CSMP requirements, material excavated from the south end structure addition area was hauled to the northwest corner of the site, consolidated, and capped with asphalt concrete to create the expanded employee parking area. Due to the variability of the debris fill, compaction was required to reduce future settlement issues from occurring in the completed paved parking area.

The DEQ was notified of these construction activities in a letter dated May 12, 2014. DEQ approved the CSMP for the current phase of work and indicated an Environmental Construction Oversight Report needed to be submitted to DEQ at the end of the project to document compliance with the PPA. Figure 2 shows the approximate area of the completed expanded paved employee parking area and the excavation area on the south end of the existing facility building.

A February 27, 2014 Soils Investigation Report completed by Marquess & Associates, Inc. for Amy's Kitchen (Marquess 2014) indicated that three test pits completed in the proposed south end structure addition footprint encountered debris fill extending down to at least 12 feet below ground surface (bgs). It noted that perched groundwater was observed in two (west and center) of the three test pits at a depth of approximately 8 feet bgs. The heaviest flow was observed in the center test pit and thought to represent perched water. The report noted that an existing abandoned concrete sewer pipe oriented north-south runs under the proposed building footprint. The report recommended that existing debris be excavated and removed; that debris excavation extend down to as much as 12 feet bgs; and that deeper excavation will likely be required to remove wet and soft natural clays beneath the debris fill. The report recommended that the lateral extent of over-excavation be at least 10 feet beyond the outside edges of the proposed structure footings.

Soil and debris excavated during the Phase 1 Expansion project was managed in accordance with the PPA provisions, including the CSMP and LCP. Specifically, all soil and debris excavated from the south end structure addition footprint was visually inspected and placed in the Whetstone Landfill. Most of the material excavated from the south end structure footprint area was debris material or soil containing debris materials. Excavated soil not clearly debris impacted was also placed on the Whetstone Landfill to aid in consolidating and compacting the waste to support the final capping system consisting of a paved parking lot.

All inspections to delineate soil and debris were conducted by an environmental professional as described in the CSMP. Excavation and placement of debris and soils was also conducted under inspection of geotechnical field professionals. Debris materials were consolidated onto the Whetstone Landfill consistent with the LCP. Health and Safety, soil management actions, and best management practices for sediment and erosion controls identified in the CSMP and LCP were followed.

2. ENVIRONMENTAL CONSTRUCTION OVERSIGHT

Grubbing of the Whetstone Landfill area in preparation to receive additional waste, soil, and final grading was completed beginning the week of May 19, 2014. Prior to initiation of grubbing, a silt fence was installed along the property line between the area where grubbing was to occur and Whetstone Creek. The siltstone fence also extended along the northern side of the area to be disturbed. Appendix A present photos taken May 8, 2014 and May 28, 2014 showing conditions just prior to grubbing and following grubbing, respectively.

Excavation of the south end structure addition was delayed due to need to re-route several utilities, including a water line, located in the area scheduled to be excavated. Excavation and transport of excavated materials to the prepared area of the Whetstone Landfill began on July 22, 2014 and ended the following day. Following completion of re-routing landscape irrigation lines, further excavation of the south end area commenced on July 28, 2014 and was completed on July 31, 2014. Table 1 presents a summary of the estimated volume of material excavated from the south end area based on truck counts and the area excavated. Based on this information, it is estimated that approximately 9,000 cubic yards of soil waste debris was placed on the Whetstone Landfill in the area where the employee parking expansion lot was completed. A summary of excavation and soil waste consolidation is presented below.

Appendix A presents a series of photographs taken during excavation and soil waste placement. Photos are presented in chronological order.

2.1 Excavation

Excavation of the area for the south end structure addition began on July 22, 2014. Excavation work commenced on the west end of future building footprint area and progressed to the east. This excavation progress facilitated loading of trucks. Excavation was completed using a Caterpillar (Cat) 329e hydraulic excavator primarily using a 3 yard (when fully loaded) bucket. Trucks were routed along the east and north sides of the facility to eliminate conflict with employee parking access.

Waste debris was encountered approximately two feet bgs. A layer of fairly waste-free gravel was present over the waste debris. At the west side of the excavation the bottom of waste debris was at approximately 10 feet bgs. Material encountered was dry to moist. Material under the waste debris consisted of grey sandy silt with rounded cobbles. The floor of the western section of the excavation initially extended down to approximately 10 to 11 feet bgs.

The waste debris encountered in the south end structure addition appears to have been originally disposed at the location excavated. Observations indicating waste debris was originally disposed at the area excavated included numerous unbroken bottle piles and pockets of similar waste type materials (water heaters, wheels, coiled metal wire). Much of the waste debris showed indications of having been burned (ash layers and melted glass). Pockets consisting primarily of soil was also encountered. Little to

no plastic waste was observed in the western portion of the excavation. Much of the waste encountered appears to have been sourced from Camp White that operated during 1942 to 1945. Camp White functioned as a training facility that included engineering, medical, and artillery units.

Initially the excavation progressed from west to east leaving approximately 21 foot undisturbed strip between the south wall of the excavation and the paved access road. As the excavation progressed to the east, small pockets of perched water were encountered that typically stopped flowing after a couple of minutes. All water encountered was clear-appearing with no sheen or staining presence. Some seepage flow, particularly in the mid area of the excavation did have iron precipitate (orange color) staining. Seepage flow into the excavation, sourced from multiple locations, increased in the central area consistent with test pit observations. A trash pump was placed in the excavation and a low area excavated to allow for the collection and removal of water flowing into the excavation. Water from the excavation was pumped and discharged onto ground surface at a point approximately 200 feet south of the excavation. Water discharged to this area was limited in extent of dispersion and seeped back into the ground. Specific care was made to ensure that water pumped from the excavation did not flow toward surface water (i.e., Whetstone Creek). The rate of dewatering was estimated to be 1 to 2 gallons per minute with a decreasing rate over time as rate of seepage declined or ceased. The trash pump could only be operated for short periods of time due to low seepage rates. Seeps represented perched and trapped water that ceased flowing over fairly short period of time (several hours). The approximate area where water from the excavation was disposed on the ground is shown on Figure 3.

In addition to having the highest rate of seepage, the central portion (particularly the northern side), of the excavation had the thickest waste fill. The waste pockets included some plastics waste. During excavation of the central section, north-south trending power line conduits for the parking area and access road lighting were exposed. Excavation around these lines was successfully completed and the lines were supported by use of temporary wood braces. Waste fill thickness decreased from the central section of the excavation toward the east.

As indicated in Table 1, there were two rounds of excavating that occurred in the south end structure footprint area; a two day event (first round) where most of the waste fill was removed followed by a four day period (second round) when the south wall bench was excavated along with the removal of more soil from the base of the excavation along with further excavation along the eastern side.

The second round of excavating in the south end structure addition footprint area commenced on July 28, 2014. Excavation of the approximately 21 foot wide undisturbed section along the south side of the excavation and the access road was completed followed by further removal of material from the excavation floor. Material at the base of the excavation consisted of a sand-silt-clay matrix with rounded gravels referred to locally as desert gravels. All waste debris from the floor of the excavation was removed. Further floor excavation was completed to remove wet and loose soils. During further floor excavation, the abandoned concrete sanitary sewer line was encountered. The eastern portion of the excavation was further excavated toward the east. Waste fill in this area was observed to pinch out. Further excavation of this area was completed primarily to acquire enough material to obtain final grades for the parking lot expansion area while earth-moving equipment was on-site.

Figure 3 shows the approximate area excavated adjacent to the south end of facility building. Final dimensions of the excavated area are also shown on Figure 3. As indicated, the minimum distance from the existing facility building to the northern wall of the excavation was 30 feet. The east-west length of the excavation was 282 feet. Average north-south width of the excavation was approximately 60 feet; the greatest width in the central portion was approximately 69 feet. Following completion of excavating

activities, the excavation was backfilled and compacted in a manner meeting soil engineering requirements.

2.2 Consolidation

All soil and waste debris from the south end structure addition excavation was disposed on to the Whetstone Landfill. Filling proceeded from south to north. A bulldozer (CAT D6N) equipped with a variable pitch angle tilt blade was used to spread, grade, and compact the disposed soil waste. A sheepsfoot (60+60 double drum pull-behind with round spike style feet) was also used to compact the placed soil waste. Waste soil was placed in approximately one foot lifts with each lift receiving compaction. Filling continued pushing out from the south and east sides of the fill area to allow grades to slowly be established meeting existing adjacent paved area grades. Grade sticks were established to inform and direct placement of fill material to obtain final grades for the expanded paved parking lot.

Figure 4 shows existing and final design grades for the expanded paved employee parking area. The northwestern extent of the paved parking area was constrained by the presence of a large active sanitary sewer line. Placement of additional material on this line was not allowed. As a consequence the northwestern extent of the paved expansion parking area is limited by the sewer line. As indicated on Figure 4, soil placed earlier on a portion of the line was removed in the area labeled proposed gravel driveway.

Following establishment of final fill grades for the northern portion of the Whetstone Landfill, a seven ounce per yard geotextile fabric was placed over the debris placement area. Twelve inches of four-inch crushed rock was then compacted over the debris placement area as subgrade for the asphalt concrete. This crush rock layer was compacted and proof-rolled for non-deflection with a fully loaded ten-yard gravel truck. Four inches of ¾-inch crush rock was then placed and compacted to at least 95 percent relative compaction to provide a smooth, unyielding surface. Three inches of asphalt concrete was then added to serve as permanent paving for the expanded employee parking area. Grass was established on the side slopes of the new expanded employee parking area with stormwater runoff areas armored with coarse rock to control erosion. The area north of the expanded employee parking area was graded to provide positive drainage and completed with a gravelly surface that is resistant to erosion. Figure 5 shows the approximate area that received new asphalt surface.

3. COMPLETED PROJECT

Completion of the expanded employee parking area represents the final debris consolidation and capping at the Whetstone Landfill as described in the Landfill Consolidation Plan (Parametrix 2005b). As indicated in the LCP, only the northeastern two-thirds of the Whetstone Landfill was planned to be covered and capped by the parking area. No further debris consolidation is planned or proposed.

4. REFERENCES

Marquess & Associates, Inc. 2014. Soils Investigation Report, Phases I and II Manufacturing Expansions, Amy's Kitchen, White City, Oregon. Prepared for Amy's Kitchen. February 27, 2014.

Parametrix 2005a. Construction Soil Management Plan, Proposed Amy's Kitchen Facility, White City, Oregon. Prepared for Table Rock Group. July 5, 2005.

Parametrix 2005b. Landfill Consolidation Plan, Whetstone Site, White City, Oregon. Prepared from Table Rock Group. July 6, 2005.

Parametrix 2005c. Phase I/II Environmental Site Assessment, Proposed Amy's Kitchen Site, White City, Oregon. May 12, 2005.

Tables

Table 1: Excavated Soil and Fill Placement Volume Calculation
Phase I Expansion Waste Debris Removal and Landfill Consolidation
Amy's Kitchen - White City

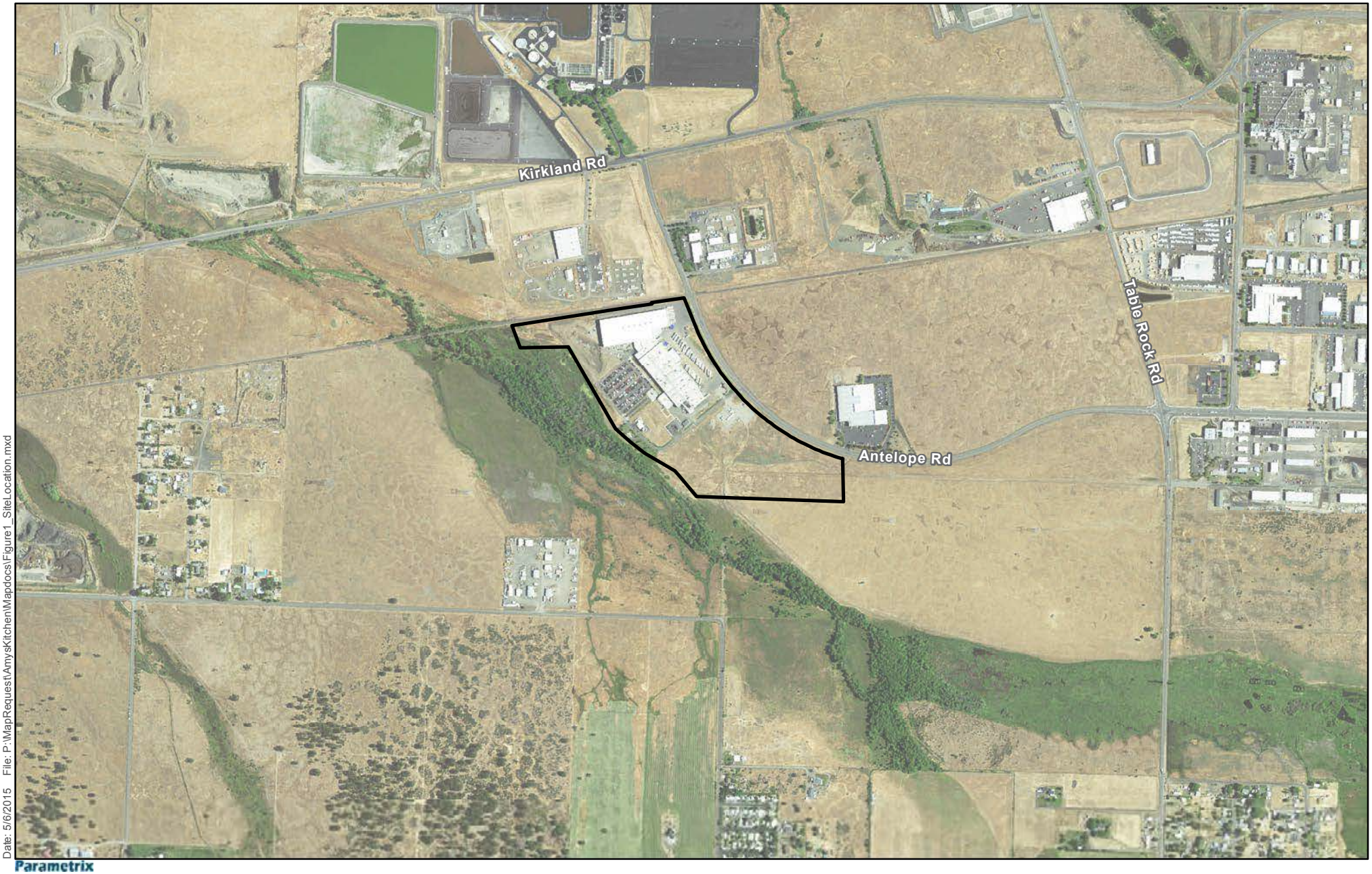
Excavation Phase	Date	Number of Small Truck Loads	Volume of Soil Removed - Small Trucks		Number of Large Truck Loads	Volume of Soil Removed - Large Trucks		Estimated Total Volume of Soil Removed			Excavation Activity
			12 yds/truck	15 yds/truck		17 yds/truck	20 yds/truck	low end	mid range	high end	
Phase 1	7/22/2014	60	720	900	33	561	660	1281	1421	1560	Begin excavating on west side. Running 2 small trucks and 1 larger truck. Second large truck added later for total of 4 operating trucks.
	7/23/2014	49	588	735	51	867	1020	1455	1605	1755	Continue excavating from west to east. Excavating thickest waste debris area. Initial excavation area completed. Need to remove irrigation line to complete excavation of south side wall area.
	sub-total	109	1308	1635	84	1428	1680	2736	3026	3315	
Phase 2	7/28/2014	55	660	825	54	918	1080	1578	1742	1905	Excavate and bench most of south wall area. Extending excavation eastward.
	7/29/2014	37	444	555	56	952	1120	1396	1536	1675	Excavating extends east area out. 3 to 2 trucks running.
	7/30/2014	67	804	1005	0	0	0	804	905	1005	Only running 2 small trucks.
	7/31/2014	56	672	840	46	782	920	1454	1607	1760	Remove material excavated from hole floor and along north wall area.
	sub-total	215	2580	3225	156	2652	3120	5232	5789	6345	
	total	324	3888	4860	240	4080	4800	7968	8814	9660	

Excavation Dimensions Check:
Length = 282 feet. Average Width = 60 feet. Approximate excavated area = 16,920 sq feet.
Excavation volumes

Assume average depth of 12 feet:	203040 cubic feet	7520	cubic yards	Low end volume estimate.
Assume average depth of 16 feet:	270720 cubic feet	10027	cubic yards	High end volume estimate.

Notes:
Smaller dump truck: There were 2 trucks that typically received 5 track hoe loads. Sometimes just 4 loads or up to 6 loads. These trucks generally had around 13-14 yard load capacity.
Large dump truck: There were 2 trucks that typically received 7 track hoe loads. Sometimes just 5 loads but usually not more than 7 loads, These trucks had ~16-19 yard capacity.
CAT 329E track hoe with ~2.5 yard bucket used to excavate soil waste debris and load dump trucks.
Anticipated excavation volume - 6,000 cubic yards [April 30, 2014 letter to DEQ].
Yellow highlight identifies likely range of volume actually excavated and placed over fill area that will receive asphalt parking lot expansion surface.

Figures



Date: 5/6/2015 File: P:\MapRequest\AmysKitchen\Mapdocs\Figure1_SiteLocation.mxd

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N

0 500 1,000

Feet

Project Site

Figure 1
Site Location

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N

0 100 200

Feet

Whetstone Landfill Site Area Approximate Taxlot and Restriction Lines

Phase 1 Expansion Project Additional Parking Area

Phase 1 Expansion Project Excavation Area

Figure 2
Phase 1 Expansion Project Areas

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Approximate Extent of Excavation Area

Pumped Water Discharge Area

N

0 50 100

Feet

Figure 3
Excavation Area

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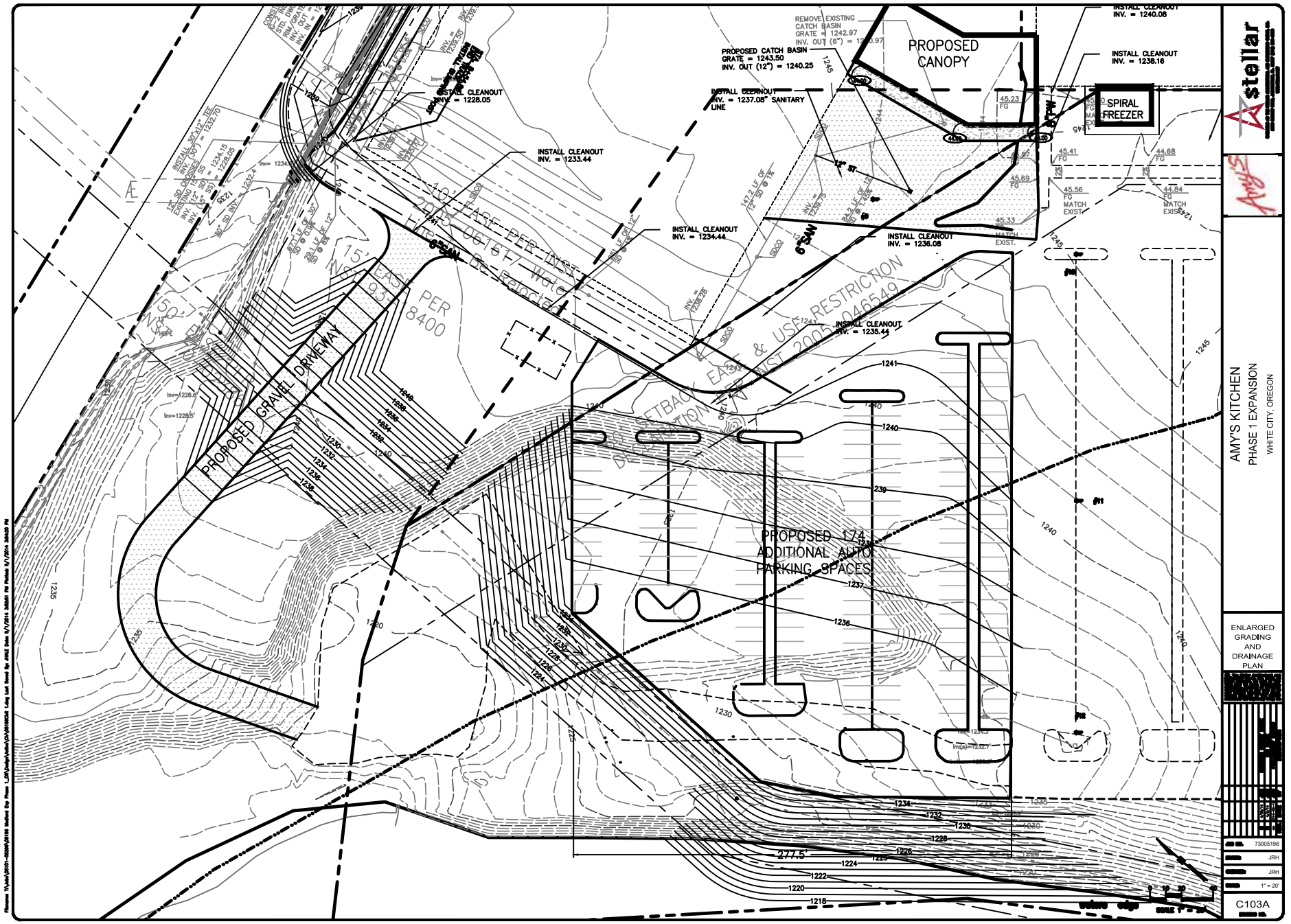

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Figure 4
Parking Lot Expansion Area Grading Plan

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N

0 50 100

Feet

New Asphalt Surface Area

Figure 5
New Asphalt Surface Area

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Appendix A

Photographs

Photograph 1. May 8, 2014 – Whetstone fill area prior to site work; looking north.

Photograph 2. May 8, 2014 – Whetstone fill area prior to site work; looking east.

Photograph 3. May 8, 2014 – Whetstone fill area prior to site work; looking south at existing parking area.

Photograph 4. May 28, 2014 – Whetstone fill area after grubbing; looking north.

Photograph 5. May 28, 2014 – Whetstone fill area after grubbing; looking south.

Photograph 6. May 28, 2014 – Whetstone fill area after grubbing; looking east.

Photograph 7. June 22, 2014 – Initial excavation west end of Phase 1 excavation area.

Photograph 8. June 22, 2014 – Initial excavation west end of Phase 1 excavation area; waste exposed.

Photograph 9. June 22, 2014 – Initial excavation west end of Phase 1 excavation area; exposed metal waste debris.

Photograph 10. June 22, 2014 – Excavation western area of Phase 1 excavation area; waste debris – metal and glass.

Photograph 11. June 22, 2014 – Initial excavation west end of Phase 1 excavation area; looking east. Conduit units partially exposed.

Photograph 12. June 23, 2014 – Initial excavation of Phase 1 excavation area; looking west. Conduit lines located in central area of excavation.

Photograph 13. June 23, 2014 – Initial excavation of Phase 1 excavation area; central area looking south.

Photograph 14. . June 23, 2014 – Initial excavation of Phase 1 excavation area; central area looking southeast.

Photograph 15. June 28, 2014 – Further excavation of Phase 1 excavation area; looking east.

Photograph 16. June 28, 2014 – Further excavation of Phase 1 excavation area; looking east.

Photograph 17. June 29, 2014 – Further excavation of Phase 1 excavation area; looking east.

Photograph 18. June 29, 2014 – Further excavation of Phase 1 excavation area; central area looking at seep water.

Photograph 19. June 30, 2014 – Exposed waste debris; glass, melted glass, and compacted debris.

Photograph 20. June 30, 2014 – Exposed waste debris; glass, melted glass, and compacted debris.

Photograph 21. June 31, 2014 – Final excavation of Phase 1 excavation area; looking east.

Photograph 22. June 31, 2014 – Final excavation of Phase 1 excavation area; seep water on excavation floor.

Photograph 23. June 22, 2014 – Whetstone landfill area placement of excavation filling; looking south.

Photograph 24. June 22, 2014 – Whetstone landfill area placement of excavation filling; looking southwest.

Photograph 25. June 22, 2014 – Whetstone landfill area placement of excavation filling; looking southwest.

Photograph 26. June 23, 2014 – Whetstone landfill area placement of excavation filling; looking southwest.

Photograph 27. June 23, 2014 – Whetstone landfill area placement of excavation filling; looking southwest.

Photograph 28. June 28, 2014 – Whetstone landfill area placement of excavation filling; looking northwest.

Photograph 29. June 29, 2014 – Whetstone landfill area placement of excavation filling; looking southwest.

Photograph 30. June 30, 2014 – Whetstone landfill area placement of excavation filling; looking south.

Photograph 31. June 31, 2014 – Whetstone landfill area placement of excavation filling; looking north.

Photograph 32. June 31, 2014 – Whetstone landfill area placement of excavation filling; looking southwest.

Photograph 33. June 31, 2014 – Whetstone landfill area placement of excavation filling; looking southwest.

Photograph 34. March 18, 2015 – Completed expansion area parking lot; looking east at old and new parking lot asphalt line.

Photograph 35. March 18, 2015 – Completed expansion area parking lot; looking north along west side of new parking lot.

Photograph 36. March 18, 2015 – Completed expansion area parking lot; looking north at old and new parking lot asphalt line.

Photograph 37. March 18, 2015 – Completed expansion area parking lot; looking west along north side of new parking lot.

Photograph 38. March 18, 2015 – Completed expansion area parking lot; looking west at area just north of new parking lot.

Photograph 39. March 18, 2015 – Area north of completed expansion area parking lot; looking south.

Photograph 40. March 18, 2015 – Area north of completed expansion area parking lot; looking east.

Photograph 41. March 18, 2015 – Completed expansion area parking lot; looking west at area just north of new parking lot.

Photograph 42. March 18, 2015 – Phase 1 excavation area backfilled; looking southeast.

Photograph 43. March 18, 2015 – Phase 1 excavation area backfilled; looking east.

Photograph 44. March 18, 2015 – Phase 1 excavation area backfilled; looking northwest.

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